

**KING COUNTY, WASHINGTON
EMERGENCY MANAGEMENT PLAN
EMERGENCY SUPPORT FUNCTION (ESF) 1
TRANSPORTATION**

PRIMARY AGENCY: King County Department of Transportation (KCDOT)

SUPPORT AGENCIES:

Washington State Department of Transportation (WSDOT)

Washington State Patrol

King County Sheriff's Office

Sound Transit

Port of Seattle

United States Coast Guard (USCG)

Private rail carriers

Private fuel pipelines

Private transportation services

I. INTRODUCTION

A. Purpose

The purpose of Emergency Support Function (ESF) 1 is to ensure King County Government transportation activities are effectively organized, mobilized, and coordinated to provide support, resources, and assistance in King County during and following an emergency or disaster. The ESF-1 Transportation Annex provides guidance for the effective coordination of county wide transportation response and recovery as well as support for other emergency support functions and annexes to the CEMP Basic Plan.

B. Scope

This ESF addresses the regional emergency transportation activities lead by King County government in response to disasters. This may include those transportation services provided directly by King County government but may also require assessment, response coordination, and recovery considerations of pipelines, marine/port infrastructure, passenger and freight rail carriers, commercial air service, and state and local partner support.

Continuity of the essential transportation services provided by the King County Department of Transportation are covered in the KC DOT Annex to the King County Continuity of Operations Plan (March 2013).

This ESF does not cover ESF 1 activity within the jurisdictional boundaries of incorporated jurisdictions.

II. POLICIES

King County government will support regional transportation needs during emergencies.

King County DOT will manage continuity of normal transportation services in accordance with the KC DOT Continuity of Government Annex.

Response priorities will support life, health and safety activities.

King County supports the whole community approach to delivery of emergency services. King County DOT accommodates handicap access to its offices and has many transit vehicles that accommodate wheelchair accessibility. When there are evacuations or other emergency transportation needs, the department will make every possible effort to provide vehicles with appropriate access.

The National Incident Management System will be utilized throughout emergency and disaster situations.

King County DOT encourages personal preparedness of its staff.

III. SITUATION

A. Emergency/Disaster Conditions and Hazards

The King County region will periodically experience emergency and disaster situations, which may permanently or temporarily damage transportation infrastructure inhibiting restoration of essential public services. Roadways, bridges, tunnels, railways, airports, marine facilities, and other transportation structures may be weakened or destroyed, necessitating repair, reinforcement, or demolition to ensure safe operations. Damages and impacts to the regional transportation system may be the direct or indirect result of earthquakes, flooding, landslides, mechanical or structure failure, tsunami or seiche activity, or illegal human activity including terrorism.

See the King County Hazards Identification and Vulnerability Assessment (HIVA) for a description of potential emergency conditions.

B. Planning Assumptions

- This plan does not imply a perfect response. During an emergency, personnel, equipment, and needed supplies may be insufficient to meet even the most important demands.
- During an emergency, the local and regional transportation infrastructure may sustain damage.
- Coordination of transportation response and recovery may be hampered by damaged communications infrastructure.

- Access to the incident area will be dependent upon the re-establishment of transportation, public safety and utility networks and services.
- Restoration of the power infrastructure may require assistance from transportation assets.
- Roads Services may only be able to sand and plow 10% of the county road system. Critical routes for life-safety will remain a priority. More efficient vehicle dispatching and global positioning systems have been placed on plow vehicles to increase the monitoring and evaluation of Roads winter weather response capabilities.
- King County Transit may employ snow routes or alternate transit schedules when conditions warrant.
- Previously inspected structures may require re-evaluation if subsequent incidents occur after the initial incident.
- Normal transportation services may not be available.

IV. CONCEPT OF OPERATIONS

A. General

The King County Department of Transportation is responsible for coordinating emergency transportation response through ESF 1. As the coordinator of ESF-1, King County DOT will interact with all transportation infrastructure entities in geographic King County. King County DOT may utilize other non-King County transportation resources as necessary. If King County transportation capabilities are exceeded, assistance from the State or FEMA may be requested.

When it is necessary to activate ESF 1, the Department of Transportation Line of Succession and RCECC representatives will be notified by King County Regional Communication and Emergency Coordination Center (RCECC) or the King County OEM Duty Officer. Departments and Divisions that are responsible for, or provide support to ESF 1, will activate their own DOCs as required.

King County DOT as the ESF 1 Coordinator will manage transportation operations from its department or division operating centers where possible and from the RCECC when necessary.

When activated, the King County RCECC will receive and coordinate request for transportation resources and assistance with King County Departments and regional partners. The RCECC may form taskforces to support missions that require transportation assets.

Two examples are:

- 1) The Low Land Snow and Ice Taskforce – Comprised of the Washington State Patrol, Washington State Department of Transportation, King County Office of Emergency Management, Sheriff's Office or other local law enforcement, King County DOT staff or resources, and King County Information and Technology – Radio Services.

- 2) The Utility Road Clearing Taskforce – Comprised of King County DOT staff or resources, King County Sheriff's Office or other local law enforcement, one or more electric or gas utilities/repair crews, King County DNRP - Solid Waste, King County Office of Emergency Management, and local jurisdiction emergency representatives. (See ESF 12 – Energy).

King County DOT maintains the call out contact information for the Low Land Snow and Ice Taskforce.

Washington State Utility Commission maintains the call out contact list for the Utility Road Clearing Taskforce.

Taskforces may be challenged with communications issues during an emergency. The incident command authority may vary from one location.

Other missions that may require transportation assets or taskforces include:

- Evacuation and temporary sheltering/warming shelters
- Transportation of supplies and equipment
- Transportation of medical personnel
- Transportation of essential workers related to some essential government services

Requests for transportation assistance may be made as part of the Regional Coordination Framework in accordance with the Agreement (formerly the Omnibus Legal and Financial Agreement).

B. Organization

The King County Department of Transportation (DOT) is responsible for coordination of ESF 1 during emergencies. Coordination will be directed from the 8th floor DOT Director's Conference Room or from the RCECC when necessary. ESF Coordinators may be requested when the RCECC has been activated to level 2 or higher. When an ESF 1 Coordinator has been requested for the RCECC, they would be part of the Infrastructure Branch of the Operations Section. See Diagram 1 – ESF 1 in the RCECC Organization.

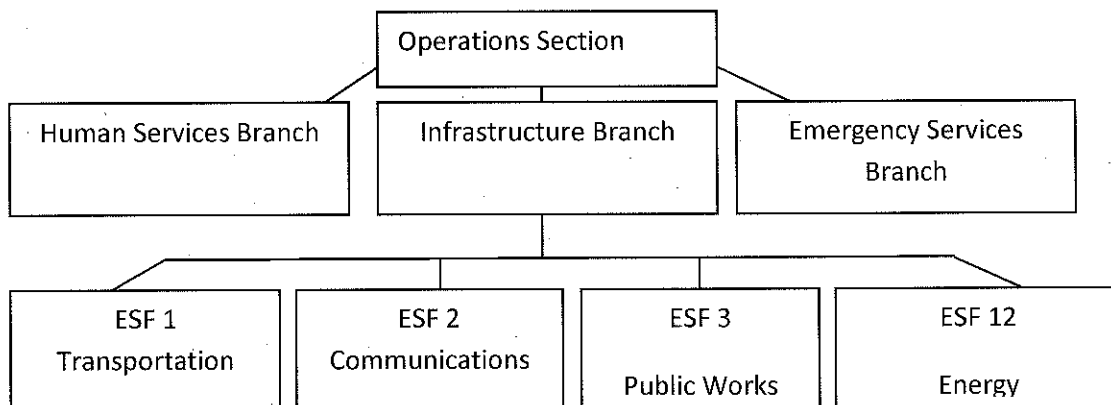


Diagram 1: ESF 1 in the RCECC Organization

C. Procedures

Procedures for transportation services are identified in:

- King County Transit – All Hazards Response Plan – updated biannually – covers Department Operations Center (DOC) activation and the use of the Transit Control Center (TCC) for 24/7 operations.
- King County Lowland Snow and Ice Taskforce CONOPS – updated annually.
- Washington State Department of Transportation Utility Road Clearing Taskforce Plan – updated as needed.
- Memorandum of Understanding between Seattle Department of Transportation – King County Department of Transportation - 2013 Snow & Ice Operations Memorandum of Understanding (MOU).
- King County Department of Transportation Continuity of Operations Annex – March 2013 updated annually.
- ESF 1, Washington State Comprehensive Emergency Management Plan
- ESF 1 Play book (RCECC).

Obligations by agency are further identified in the Responsibilities section of this document. When emergency conditions disrupt the normal operations of the Road Services, Airport, Marine, Fleet or Transit Divisions, all issues related to the emergency conditions should be routed to the Division Department Control Centers by the Division incident commanders.

D. Prevention & Mitigation Activities

Prevention and mitigation activities include road and vehicle maintenance, inspections of equipment and facilities supporting transportation, inspection of right of ways used as transportation conveyance, and use of procedures that adhere to safe transportation operations.

E. Preparedness Activities

Our ability to respond in a timely and coordinated manner to a regional emergency will require advance planning, mutual training, and reinforced communications among agencies. The primary and support organizations for ESF 1 maintain their own plans, procedures, training schedules, exercise of planning assumptions, maintenance of equipment and supply caches. Access to additional capabilities and capacity through mutual aid agreements and vendor contracts is the responsibility of each organization listed in ESF 1.

King County DOT supports personal preparedness of its staff and has completed the King County DOT Continuity of Operations Annex to the King County Continuity of Operations Plan.

E. Response Activities

ESF 1 Coordinators response activities include but are not limited to:

Maintaining situational awareness – This includes assessing the impacts to regional transportation systems and needs, monitoring progress toward service stabilization and recovery of transportation capability and capacity, recording activity and contributing to the overall understanding of decision makers.

Resource management – Identifying, obtaining or locating needed transportation assets for response missions. This may require notice to the King County Executive that state resources may be needed.

Seeking policy decisions - Where the authority of the ESF 1 Coordinator is exceeded a decision may be needed from the department director, executive, or group of elected officials. This may include recommendation of the use of specific emergency powers available to the King County Executive.

All RCECC or field response missions will seek to use the Incident Command System.

Direction and Control

All public and private sector regional partners will retain their own internal chain of command and organizational structures. When a field response is undertaken, a unified command structure will be used. The incident commander will be the consistent with any applicable state or local codes. Establishment of regional response mission or resource allocation priorities by any group will not extend to direction of field response personnel or activities.

Establishment of regional priorities may impact the use of public or private response assets. Impacted organizations will be invited to participate in such discussions in accordance with the Regional Coordination Framework.

Communications

Public and private sector organizations in the transportation sector have very different communications tools, procedures, and policies. Organizing and directing field operations under these conditions may be very difficult. Some organizations rely on the regional 800 MHz radio network to direct field personnel while private sector organizations may rely on cell phone dispatch systems.

Logistics

Significant damages to transportation corridors, ports, and air field may make management of incoming resources difficult. Staging area management may also be needed. When mutual aid, local and regional resources have been exhausted, transportation resource requests to the state may be required through the Logistics Section of the RCECC under authority provided by the King County Executive. The King County Executive may make such requests directly to the governor on behalf of King County.

F. Recovery Activities

All response and recovery activities are detailed in department/division procedures and Standard Operating Procedures and Guidelines, and appropriate state and federal recovery guidelines.

Each public and private sector transportation partner is responsible for implementing recovery of normal operational functions. Public sector transportation may be eligible for federal assistance where a presidential emergency or disaster declaration has been declared.

Damages, debris removal, and other emergency expenses may be eligible for federal reimbursement. "On system" and "off system" roads are handled separately. On-system roads

are federal or federally funded roads. Off-system roads are the responsibility of the local jurisdiction.

King County Roads Division retains an archeologist on staff for those occasions where an historic or cultural site may be impacted in the county road right of way. Special documentation and considerations may be associated with such sites when federal recovery grant funds are being utilized.

V. RESPONSIBILITIES

A. Primary Agencies

Director's Office, King County Department of Transportation, shall:

- Ensure availability of a designated ESF 1 Coordinator for emergency assignment.
- Organize, set department priorities, and coordinate the emergency response for the divisions in the Department of Transportation using unified command and NIMS procedures as well as Division all hazard response plans.
- Ensure that training is provided in the Divisions for personal preparedness and readiness to respond to emergencies and disasters.
- Establish and coordinate procedures and the use of designated facilities for department and division control centers.
- Coordinate Department public information and contacts with the media for Divisions and provide public information officer(s) and support personnel to the Joint Information Center (JIC), as required.
- Establish a disaster mitigation program for all Divisions.
- Develop a recovery plan that addresses the restoration and continuity of Department services during and after an emergency or disaster.
- Coordinate the return of Department and Division activities to normal levels following the emergency or disaster as outlined in the King County DOT Continuity of Operations Annex.
- Support other ESF's as outlined in the King County Comprehensive Emergency Management Plan.
- Provide King County OEM with an inventory of King County Department of Transportation resources using the NIMS categories, annually.

ESF 1 Coordinator shall:

- Represent the overall transportation sector interests in King County for the duration of the emergency.
- Assess the impacts of the emergency to the transportation sector.
- Identify availability and necessary resources to restore minimum and normal operations.
- Identify the need for a taskforce to address solutions.
- Evaluate the time needed to complete repairs.
- Identify any needed policy decisions and those organizations with an interest in contributing to the discussion.

- Provide recommendations to the policy body for establishing priorities.
- Provide regular updates on status of transportation emergency missions to the RCECC.
- Provide situation reports from the RCECC to members of the transportation sector.
- Provide public information officials timely information on the transportation sector status.
- Support regional recovery efforts.

B. Support Agencies

King County DOT - Road Services Division shall:

- Provide and report Rapid Impact Assessment (RIA) status of King County road and bridge facilities, structures, and conveyances.
- Provide a detailed assessment of damages and operational status of King County roads, bridges, and transportation facilities, structures, and conveyances.
- Make temporary emergency repairs, bypasses, or alterations to provisionally restore County road and bridge facilities, structures, and conveyances.
- Provide resources for the temporary and permanent repair and restoration of County transportation facilities, structures, and conveyances, including roads and bridges, roads maintenance facilities, and airport facilities.
- Assist first responders as part of the unified command system and NIMS.
- Furnish personnel, heavy equipment, engineering support, and supplies to assist King County with emergency operations in the response and recovery phases of a disaster.
- Provide trained Emergency Coordination Center (ECC) Reps to represent the division as required.
- Coordinate division public information and provide support to department public information officers as needed.
- Return County road services to normal levels as soon as possible following the emergency or disaster.
- Assist other agencies with debris removal and clearing activities as needed.
- Coordinate with emergency funding agencies to secure funding to enable emergency repairs and negotiate prioritization of repair projects.

King County DOT - Transit Division shall:

- Within the unified command system, coordinate and provide emergency bus transportation support and services with other public and private transportation providers and jurisdictions for the movement of people, equipment, and supplies in King County and other jurisdictions.
- Provide and report Rapid Impact Assessment (RIA) status of bus bases and transit facilities and equipment.
- Provide a detailed assessment of damages and operational status of bus bases and transit facilities and equipment.
- Make temporary emergency repairs or alterations to provisionally restore bus bases and transit facilities and equipment.

- Provide resources for the temporary and permanent repair and restoration of bus bases and transit facilities and equipment.
- Provide personnel, communication assistance, buses, non-revenue vehicles, and equipment to assist King County with emergency operations, in the response and recovery phases of a disaster.
- Coordinate Division public information and provide public information officer(s) and support personnel to the JIC, as required.
- Return County transit services to normal levels as soon as possible following the emergency or disaster.

King County DOT - Fleet Administration Division shall:

- Provide maintenance support for County-owned vehicles and equipment.
- Purchase, store, track, manage, distribute, coordinate, and replenish supplies and provisions for the Road Services Division and other County agencies.
- Provide and report Rapid Impact Assessment (RIA) status of fleet facilities, vehicles, and equipment.
- Provide a detailed assessment of damages and operational status of fleet facilities, vehicles, and equipment.
- Make temporary emergency repairs or alterations to provisionally restore fleet facilities, vehicles, and equipment.
- Provide resources for the permanent repair and restoration of fleet facilities, vehicles, and equipment.
- Provide emergency vehicle transportation support and services for the movement of people, equipment, and supplies in King County and other jurisdictions.
- Furnish vehicles, heavy equipment, and supplies to assist King County with emergency operations, in the response and recovery phases of an emergency or disaster.
- Return County fleet services to normal levels as soon as possible following the emergency or disaster.

King County DOT - Airport Division shall:

- Maintain a current Airport Emergency Plan (AEP) with the overall goal of preserving life, protecting property, supporting recovery efforts and returning the Airport to full operational status as soon as possible.
- Organize in accordance with the National Incident Management System under the Incident Command System (ICS) to provide an organized, all-hazards approach to Airport emergencies.
- Assess/inspect airport facilities and airfield infrastructure after an emergency
- Provide for and coordinate temporary emergency repairs to airport/airfield infrastructure.
- Coordinate Airport public information and provide public information officer(s) and support personnel to the JIC, as required.
- Provide fire and law enforcement support as required for emergency and post emergency response.

King County DOT - Marine Division shall:

- Within the unified command system, coordinate and provide emergency waterborne support and ferry services with other public and private transportation providers and jurisdictions for the movement of people, equipment, and supplies in King County and other jurisdictions.
- Furnish marine personnel and ferry services as able to assist King County with emergency operations in the response and recovery phases of a disaster.
- Manage and coordinate the response of the Marine Division to emergencies and disasters.
- Return Water Taxi passenger-only ferry services to normal levels as soon as possible following the emergency or disaster.
- Develop a disaster recovery plan that addresses the long-term restoration and continuity of ferry services and facilities following an emergency or disaster.
- Coordinate Marine Division public information and provide public information officer(s) and support personnel to the JIC, as requested.

WSDOT, Sound Transit, Port of Seattle, USCG, Private Rail Carriers, and Private Transportation Services, will:

- Coordinate activities with other transportation providers for prevention, preparedness, and response and recovery efforts.
- Provide the County RCECC and the County ESF 1 Coordinator with timely information to promote situation awareness of damages, response efforts, and resource needs.
- Coordinate mass movement of people, equipment, and supplies with other agencies through the ESF 1 Coordinator when the RCECC has been staffed.
- Provide a subject matter expert to the RCECC when coordination requires
- Participate in taskforce formation where needed.

VI. RESOURCE REQUIREMENTS

Resources needed to accomplish ESF 1 could include: fuel, fleet, buses, ferries and vans for moving individuals or animals, fleet repair vehicles, equipment and staff for clearing lifeline routes, movement of supplies and resources, and providing transportation access to critical facilities.

VII. REFERENCES

- King County Hazards Identification and Vulnerability Assessment (HIVA), January 2006
- King County Regional Coordination Framework for Disasters and Planned Events - 2013
- The Agreement (formerly the Omnibus Legal and Financial Agreement) 2013
- King County Code, Title 15, Airport
- King County Public Works Roads Maintenance, Emergency Earthquake Response Plan (Draft), April 12, 1995
- K.C. Department of Metropolitan Services, Transit Department, Transit Disaster Plan, December 1994
- King County International Airport Certification Manual
- King County International Airport – Airport Emergency Plan March 7, 2007

- King County Department of Public Safety, Air Support and Marine Unit Standard Operating Procedures (SOP)
- King County Transit – All Hazards Response Plan – updated biannually – covers DOC activation and the use of the TCC for 24/7 operations
- King County Lowland Snow and Ice Taskforce CONOPS – updated annually
- Washington State Department of Transportation Utility Road Clearing Taskforce Plan – updated as needed
- Memorandum of Understanding between Seattle Department of Transportation and King County Department of Transportation – 2013 Snow and Ice Operations
- King County Department of Transportation Continuity of Operations Annex – March 2013 updated annually
- ESF 1, Washington State Comprehensive Emergency Management Plan
- ESF 1 Play book (RCECC)

Terms and Definitions

AEP - Airport Emergency Plan

CEMP – Comprehensive Emergency Management Plan

CONOPS – Concept of Operations

DO - King County OEM Duty Officer

DOC – Department (or Division) Operations Center

ESF – Emergency Support Function

FEMA – Federal Emergency Management Agency

HIVA – Hazard Identification and Vulnerability Analysis

ICS – Incident Command System

JIC – Joint Information Center

RCECC – Regional Communications and Coordination Center

RIA - Rapid Impact Assessment

SDOT – Seattle Department of Transportation

SOP – Standing or Standard Operating Procedures

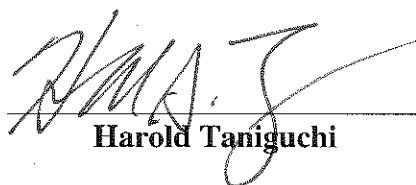
TCC – Transit Communications Center

USCG – United States Coast Guard

WSDOT – Washington State Department of Transportation

WSP – Washington State Patrol

Agency Approval:


Harold Taniguchi

Date:

11/22/13

